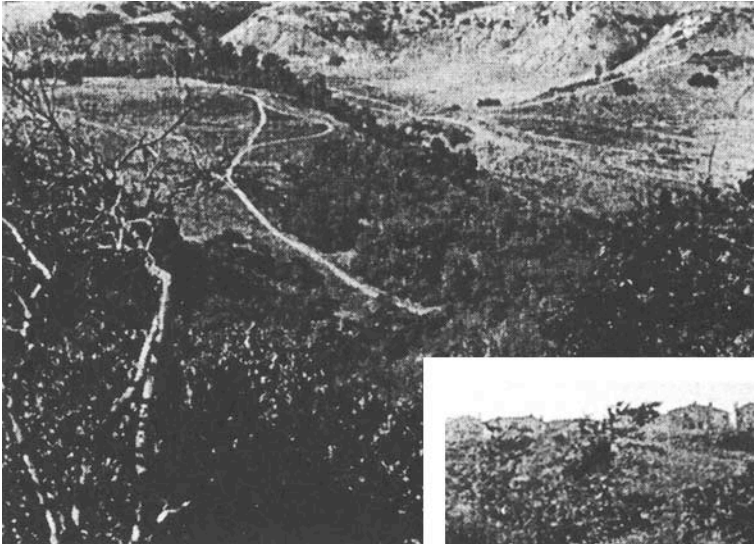

DEVELOPMENT CRITERIA



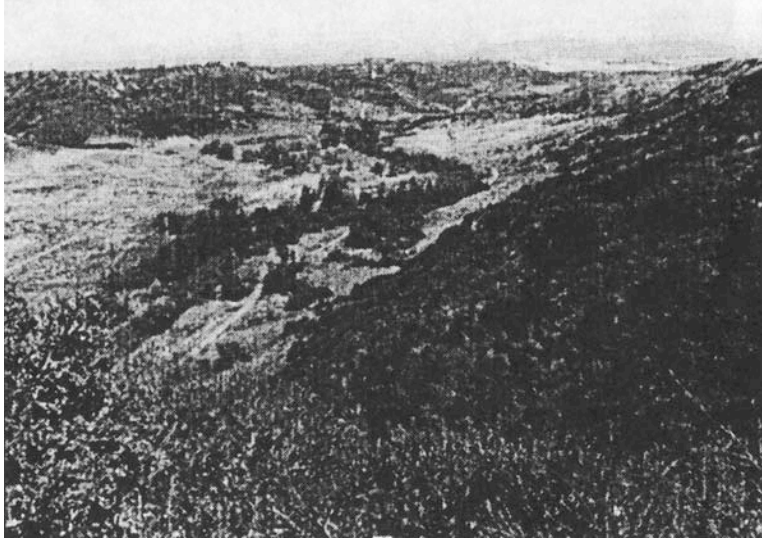
DEVELOPMENT CRITERIA FOR THE COASTAL ZONE, THE HR OVERLAY ZONE OR PROPERT ABUTTING OPEN SPACE

In the review of discretionary permits proposed for property in the Coastal Zone*, the HR Overlay Zone, or abutting any of the major canyons that form the framework for the open space system in Mira Mesa (Los Peñasquitos, Lopez, Carroll Canyon or Rattlesnake), the City shall employ the following criteria in its determination of consistency with this Plan.

1. Grading over the rim of Los Peñasquitos Canyon shall not be permitted.
2. Where fill or cut slopes are permitted, the slopes shall be recontoured using variable horizontal and vertical slope ratios to resemble natural contours.

* These criteria are provided to satisfy the requirements of the California Coastal Act of 1976.

3. Variable lot sizes, clustered housing, stepped-back facades, split-level units or other alternatives to standard slab foundations shall be used to minimize the amount of grading.
4. Roadways shall follow natural contours to minimize the amount of grading.
5. Clustered units, single-story structures or single-story elements, roofs sloped toward the canyon or setbacks from the canyon rim shall be used to ensure that visibility of new development from Los Peñasquitos Canyon Preserve is minimized. Development shall not be visible from the northern trail in Los Peñasquitos Canyon or the location of the planned trail in Lopez Canyon at the point that is located nearest to the proposed development. Lines-of-sight from the trails to the proposed development shall be submitted by the applicant.
6. Roof tops and building walls shall be an earthen color that will blend with the natural landscape.
7. Fences adjacent to Los Peñasquitos Canyon Preserve shall be constructed of wrought or cast iron or vinyl-coated chain link with a wooden frame.
8. Landscaping adjacent to Los Peñasquitos, Lopez, Carroll or Rattlesnake canyons shall be predominantly native species.
9. Wherever possible, public access to the rim and view of Los Peñasquitos Canyon Preserve should be provided in the form of paths, scenic overlooks and streets.
10. For areas within the Coastal Zone, development shall comply with the Coastal Zone Regulations of the HR (Hillside Review) Overlay Zone in effect on May 14, 1993 (see **Appendix E**).
11. For areas within the Coastal Zone, development shall comply with the Erosion Control Measures for North City Areas Draining into Los Peñasquitos or San Dieguito Lagoons, as required by Section 62.0419 of the Municipal Code and City Clerk Document No. 00-17068 in effect on May 14, 1992 (**Appendix F**).



DEVELOPMENT CRITERIA FOR COMMERCIAL AND INDUSTRIAL DEVELOPMENT

In the review of discretionary permits proposed for property in the commercially or industrially designated areas, the City shall employ the following criteria in its determination of consistency with this Plan:

1. A minimum 30-foot landscaped setback shall be required for all development with frontage on Mira Mesa Boulevard.
2. A minimum 15-foot landscaped setback shall be required for all development with frontage on Miramar Road.
3. All new commercial development shall provide bicycle parking facilities.
4. All new industrial development shall provide bicycle lockers and shower facilities for employees, and where feasible, bikeways that provide a linkage to the City bikeway system.
5. Signs shall be posted indicating the availability of bicycle parking facilities as shown in the example to the right.
6. All outdoor storage areas, refuse collection areas, and loading areas should be located in interior side or rear yards only and should be screened with a similar material and color as the primary building.



Bicycle parking facilities include both bicycle racks and bicycle lockers. Bicycle racks should be designed to allow the user to lock the wheels and the frame of the bicycle without the use of chains or cables. Chains and cables are easily cut by thieves using bolt cutters. It is recommended that bicyclists use U-shaped high security locks (e.g. Kryptonite, Citadel, Gorilla brands) to lock bicycles. Bicycle lockers should be provided for employees arriving by bicycle at major activity centers. Bicycle racks should be provided for visitors to major activity centers arriving by bicycle. A combination of bike racks and lockers should be provided at transit centers.

Bicycle parking facilities should be identified by bicycle parking signs. Bicycle parking signs with directional arrows should be used to guide bicyclists to bicycle parking facilities when the facilities are not immediately visible to arriving cyclists. Bicycle parking facilities should be located closer to the entrance of the activity center than the nearest motor vehicle parking space. The placement of bicycle parking facilities should not block pedestrian traffic.

7. Roof-mounted equipment should be avoided. If roof mounted equipment must be provided, all equipment and appurtenances shall be designed so that they appear to be an integral part of the overall architectural design of the building.
8. The rear elevations of buildings should be as well detailed and visually interesting as the front elevations if they will be visible from a public street or from any of the five major canyon systems that form the core of the open space system for the community (see **Figure 6**).
9. No single treatment of a building wall or fence bordering the pedestrian network should exceed 50 linear feet without some form of architectural variation. For example, the building or fence should protrude, recess, or change in color, height or texture every 50 feet. Similarly, the basic landscape theme should introduce a new element (such as a new plant form or material) every 100 feet. This is not intended to discourage a uniform street tree theme, but to add interest to the streetscape and enhance the pedestrian experience.
10. All buildings should have shadow relief, where pop-outs, offsetting planes, overhangs and recessed doorways are used to provide visual interest at the street level.
11. Multi-building developments should provide a coordinated sign program that limits signs to two or three colors. Pole signs should not be permitted in the industrial zones except on Miramar Road, where development is more commercial in nature. Pole signs for commercial development on Miramar Road should not exceed the height of the building, except for freeway-oriented signs (as defined by the citywide sign ordinance). Monument and wall signs should be used instead of pole signs in industrial areas. A landscaped area should be provided at the base of all pole and monument signs. The size of the landscaped area should be greater than the area of the sign face.

